

Intimations.

Hongkong, 8th February, 1900. [3]

HO

SOLE AGENTS:—
THE VICTORIA DISPENSARY

by
THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers),
9, Old China Street,
Shanghai

and the Original Scrip will be considered the Company as null and void, and all persons are hereby warned against accepting or negotiating same.

SHEWAN, TOMES & Co.

SOLE AGENTS:—
THE VICTORIA DISPENSARY

by
THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers),
9, Old China Street,
Shanghai

To-day's Advertisements.

TO TEACHERS.

HIBBERDINE'S ILLUSTRATED COMPOSITION SERIES

MAKES LESSONS A PLEASURE TO SCHOLARS.

To be obtained at:-

Messrs. KELLY & WALSH, Limited, Hongkong, Shanghai Yokohama and Singapore.
Messrs. W. BREWER & Co., Hongkong and Shanghai.
Messrs. TSUI MAN KOK, Hongkong.
Messrs. MAN YU TONG, Hongkong.
Wholesale: W. HIBBERDINE, 50, Queen's Road Central, Hongkong.

ZETLAND LODGE.

No. 525, E.C.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zetland Street, TONIGHT, the 1st instant, at 8.30 for 9 p.m., precisely. Visiting Brethren are cordially invited to attend. Hongkong, 1st May, 1900. [536b]

NOTICE OF REMOVAL.

THE HONGKONG TIMBER YARD, (ESTABLISHED 1852) has this day been REMOVED from No. 765, PRAYA EAST, MARINE LOT 109, to Island Lot 1308, HOW RINGTON CANAL, near 12th STATION HUI ROAD BRIDGE, and opposite LEE SHUN SUGAR REFINERY.
L. MALLORY, [536b]
Hongkong, 1st May, 1900.

IMPERIAL GERMAN MAIL LINE.
STEAMER FOR
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship
"HAMBURG"
of the HAMBURG-AMERICA LINE.
Captain P. Lunsschloss, will leave for the above places, TO-MORROW, the 2nd instant, at Noon.
NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO., Agents.
Hongkong, 1st May, 1900. [532]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.
THE Company's New Steamship

"DIAMANTE."
Captain Blaylock, will be despatched for the above port TO-MORROW, the 2nd instant, at 5 P.M.
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.
For Freight or Passage, apply to
SHEWAN, TOMES & CO., General Managers.
Hongkong, 1st May, 1900. [535b]

THE OSAKA SHOSSEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.
THE Company's Steamship

"ANPING MARU."
Captain J. Sato, will be despatched for the above ports, on THURSDAY, the 3rd instant, at Daylight.
For Freight or Passage, apply to
THE MITSUBISHI KAISHA, Agents.
Hongkong, 1st May, 1900. [534b]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship

"HAITAN."
Captain Roach, will be despatched for the above ports, on THURSDAY, the 3rd instant, at 10 A.M.
For Freight or Passage, apply to
DOUGLAS LARRAIN & Co., General Managers.
Hongkong, 1st May, 1900. [532b]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA DIRECT.
THE Company's Steamship

"LOUNG SANG."
Captain Weigall, will be despatched as above, on FRIDAY, the 4th instant, at 4 P.M.
This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., General Managers.
Hongkong, 1st May, 1900. [536b]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY.
THE Company's Steamship

"VUENSANG."
Captain P. H. Rolfe, will be despatched as above, on SATURDAY, the 5th instant, at Noon.
This Steamer has Superior Accommodation for First Class Passengers.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., General Managers.
Hongkong, 1st May, 1900. [537b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.
THE Company's Steamship

"NANCHANG."
Captain Finlayson, will be despatched as above, on THURSDAY, the 4th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 1st May, 1900. [536b]

TAIKOO SUGAR REFINING COMPANY, LIMITED.

FOR ILOILO.
THE Company's Steamship

"SHANTUNG."
Captain Sales, will be despatched as above, on THURSDAY, the 4th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 1st May, 1900. [536b]

The Hongkong Telegraph

HONGKONG, TUESDAY, MAY 1, 1900.

REUTER'S TELEGRAMS.

THE WAR.

ORANGE FREE STATE.

LONDON, April 29th.

Reuter's correspondent at Aliwal North, 27th inst., says that there are still several small commands, totalling one thousand with five guns, at Smithfield and the lower Caledon district.

SHIPMENT OF TREASURE FROM THE TRANSVAAL.

A French steamer has shipped a million in gold at Lourenço Marques, consigned to Paris by the Banque Francaise at Johannesburg.

THE JAPANESE PRINCE IN EUROPE.

Prince Cotohito has had a cordial interview with King Leopold at Brussels and will lunch with His Majesty at the palace to-morrow. The Prince will proceed to London on Tuesday.

THE WAR.

OMINOUS PREPARATIONS.

In view of contingencies orders have been given to clear all hospitals in Cape Colony.

GENERAL HAMILTON SCORES.

It is reported that General Hamilton, while marching to Thabanchu, defeated a body of Boers with considerable loss.

BOERS MOVING NORTH.

Reuter's correspondent at Maseru, 25th inst., says that the Boers are taking cross country roads to the northward. Heavy firing was heard in the morning in the direction of Thabanchu.

THABANCHU BOERS DISPERSING.

Reuter's correspondent at Bloemfontein, 25th inst., says that the commandoes round Thabanchu are dispersing singly to their homes. Many who had previously sworn allegiance declare that they were compelled to fight. Intercepted letters prove that many of the submissions were a dishonourable device to enable the creation of trouble from the rear.

LATER.

GENERAL POLE-CAREW'S DIVISION.

General Pole-Carew's division has arrived at Bloemfontein.

THE PEACE DELEGATES.

The Boer peace delegates, without visiting any further European Capital, are sailing in the *Jervis*.

ACCIDENT AT THE PARIS EXHIBITION.

A bridge in the grounds of the Paris exhibition collapsed, and falling on a crowd below killed seven and injured many.

WEATHER REPORT.

The Observatory report says:-
On the 1st at 11.35 a.m. the barometer has fallen generally. Pressure remains high over Japan, and a depression seems to be forming between the E. coast of China and the Loochoos. Gradients slight on the China coast. FORECAST:-Moderate or light E. winds; fair.

LOCAL AND GENERAL.

A PRESENTATION of a handsome gold watch and chain was made this afternoon to Mr. Arthur by the past and present staff at the Magistrate's. Full particulars will be published to-morrow.

We understand that a meeting is to be held this evening to make arrangements for the appointment of a committee to take steps for according a fitting reception to the officers and men of H.M.S. *Terrible*.

THIS return of cases of communicable disease reported to the Sanitary Authorities during the week ended 28th April shows:-Bubonic Plague, 33 cases; 28 deaths; Diphtheria one case, fatal; Portuguese: Enteric fever, three cases and one death.

THE Italian Government has brought forward a bill authorising the purchase of all the pictures in the Borghese collection. The government valuation of \$700,000 is a very low one and is not at all commensurate with the true value of the treasures it contains.

We should like to call the attention of the Sanitary Board to the fact that the two originals on the premises of the Wharf and Godown Company, at Kowloon, are still in existence. The one in "Chater Road" is at present in a half demolished state and is, if possible, more of a nuisance than ever.

AN epidemic of typhoid fever in England has recently been traced to the use of cellophane grown on some sewage fertilized ground. As it occurred in an institution it was very easy to trace the cause. Owing to the peculiar nature of the stems it is very easy for them to become saturated with fertilizing material.

ACCORDING to the account of a prisoner who recently got his discharge from Pretoria, the guards on duty at the race course in the Transvaal capital are the drags of the Boer fighting strength. They are he says kept in constant terror by threats from our Tommies to "go for the lot" with their fists "and take over the town."

We should like to know if the dust boats are supposed to chuck their cargoes overboard at the entrance in Gindrinkers Bay? We have seen this being done on more than one occasion and an inspection of the shores of Pillar Island and the other small island in the vicinity will show that a good deal of the contents of the boats finds its way into the water.

The new iron Pedder's Wharf is now growing apace and we hope to soon see it completed and in use for the present wooden structure is not at all adequate to the traffic. We note, however, that the first section of the Wharf has been built of granite, and we fear that the resistance offered to the waves by this portion will cause a nasty sea to knock up in rough weather and render landing somewhat uncomfortable.

The British War Office has been testing for the last two years a new electrical range-finder. It was invented by an Australian. It will give the range and bearing of a fixed or moving object and will give information to any number of fortresses guns attached by wire to the instrument. We wonder how much longer the War Office will require to ascertain the merits of the invention. Two months would have been amply sufficient. -Ed. [H.K. 7.]

We wonder that one or other of our local engineering establishments has never thought of turning out a few small launches to be propelled by engines driven by kerosene. Small boats of this description can be turned out in America for about \$200 (gold) each, and with the cheap labour available here, we do not see why they could not be constructed and sold at a much lower figure than that. We make a present of our suggestion to whoever cares to take it up.

THE new road from the Tramway to Magazine Gap is seemingly to become popular as a residential quarter, for we notice several houses in course of erection upon it. Certainly, the tramway has made the Peak and now the Peak is showing its gratitude by making the tramway. This being so, it is not reasonable to suppose that a tramway or light railway running into the New Territory would be equally effective? A start will have to be made some day, why not begin now?

THE Chinese manure pit does not wear a savoury appearance. Neither does Chinese pickled cabbage, especially when it is being picked in a manure pit. The other day we noted one of these pits which, in addition to the manure, contained a very dead dog. On passing the same pit a few days later we were surprised to find the owner salting cabbage in it. That man should certainly be worth a small fortune to the local undertakers, from the impetus he will give to filth disposal.

THE Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:-

Melchers & Co.	\$50
W. G. Humphreys & Co.	25
Palmer and Turner & Co.	25
Sir J. W. Carrington & Co.	25
Louis Wegener & Co.	20
Sakio Choh	20
W. H. Percival	10
The Medical Hall	10
P. F. Tahiti	10
Agar & Esmail	10
Campbell, Moore & Co.	10
T. Sercombe Smith	10

THE pine-apple plantations in the Tsin Wan Valley are being rapidly extended and, to all appearances, there should be a very good crop this season. There should certainly be a good opening for a pine-apple canning establishment such as exists in Singapore. Why, then, should not Hongkong go in for the manufacture of pine-apples and other fruits from the fibre of the pine-apple? In the same valley there is also a very fine pear orchard and, if the crop is at all commensurate to the blossoms in evidence the other day, a large addition to the fruits appearing in the market should result. Tsin Wan valley is by no means the show place of our New Territory either for the fertility of the valleys situated on the far side of the Kowloon Range is, after the barren sterility of Hongkong, surprising. The only pity is that the Chinese appear to be particularly anxious to accomplish the deforestation of the whole country with the greatest possible rapidity.

IN France meat unfit for food and bodies of animals that died of disease are exclusively used for the manufacture of super-phosphates, says *The Sanitarius*. The meat is placed in a vat containing sulphuric acid, which separates the resulting nitrogenous product from the fat. The dead animals are thrown whole into the covered lead-lined vats full of sulphuric acid. If they have died of anthrax or glanders they are cut up before being thrown in. In forty-eight hours, the fat alone remains, and the animalized sulphuric acid, which is now so rich in nitrogenous substance is drawn off and sent through an underground conduit to the super-phosphate factory. Instead of the unsanitary method of burying such putrid substances directly in the ground they are effectually disposed of by the complete destruction of the injurious germs, and the product is available for the manufacture of valuable fertilizer. [Rais might usefully be destroyed by the same method in Hongkong although we have no use here for super-phosphates.] -Ed. [H.K. 7.]

THE KING LIEN-SHAN CASE.

(From Our Own Correspondent.)

It is impossible to give you a report of the King Lien-shan case, as the whole of the evidence is being taken in Chambers and no others, except the persons concerned in the case, and the consuls of both parties, are allowed to be present. It is, of course, useless to attempt to report the evidence of the various witnesses at second hand from the reports in circulation. Three witnesses came from Shanghai to give evidence against King Lien-shan. The first is Chou Nan-ping, Technical Superintendent of Telegraphs in Shanghai. He is an educated man, having been in America, and was one of the officers appointed by the Director General of Telegraphs, Sheng, to examine the accounts of the accused when the latter fled from Shanghai.

He brought the book-keeper from Shanghai to prove the embezzlement of \$48,000 by the accused.

The second witness is Chang Yuen-ping, Clerk of the Telegraph Office, Shanghai. The third is King-ho, the nephew of King Lien-shan, who was with him when he fled from Shanghai. The first witness gave his evidence on the 27th and 28th April, and spoke in English. The second witness is to be examined on the 1st May and the third has not as yet been called.

It is reported that King Lien-shan admits appropriating some \$38,000 from the funds of the "Telegraph" administration, and that he spent some thousands of dollars in the establishment of a girls' school and a hospital for animals, some \$15,000 in building a house for himself and some thousands of dollars for other personal expenses. This is all that has transpired so far, and is current talk. It is said that all Sheng Tsoai really wants is to get back the \$38,000, for which he is responsible to the Throne, and that so long as he gets the money he will not trouble about the person of King Lien-shan, but will allow the matter to drop.

THE ROYAL ENGINEER VARIETY CLUB.

The members of the above club have given two very successful entertainments in their pretty little theatre in Wellington Barracks. As usual one was given last Saturday night, the other last night, both passing off without a hitch. The singing was decidedly of a higher standard than is usual in military concerts. Messrs. Eveleigh and Simmers quite captivated the audience with their harmony, which their duets were rung out with great precision to the club has also been made in Mr. Wallis, a very sweet and fine baritone singer. Sergt. Viggers was exceptionally well received, as he sang songs that were in every way suited to the tastes of his hearers. The farce was one that has been given before by the club but did not suffer in consequence Messrs. Wilmshurst and Conway threw a good deal of life into their rendering of their respective parts and well deserved the applause which they received. The whole performance was splendidly staged, the make up of the different characters being exceptionally good. The management are in every way worthy of praise for the manner in which they put their entertainments before the public. We append the programme:-

PROGRAMME.
PART I.
1. Piano Selection. - Supr. C. Long, R.E.
2. Song. - The Long-shoreman. - Supr. C. Long, R.E.
3. Song. - "When I go into the Garden." - Mr. M. Pyke, R.E.
4. Song. - "Hail, Hail, the Girls of the County." - Mr. M. Pyke, R.E.
5. Inst. Duet. - Encored. - Bandstand, R.E.
6. Song. - "Just as the sun went down." - Mr. M. Pyke, R.E.
7. Duet. - Encored. - Mr. M. Pyke, R.E.
8. Song. - "Ora Pro Nobis." - Mr. M. Pyke, R.E.
9. Song. - "I'm looking at You." - Mr. M. Pyke, R.E.
10. Song. - "Striking Out." - Mr. M. Pyke, R.E.
11. Song. - "Ones of the Earth." - Mr. M. Pyke, R.E.
12. Song. - "Only Another Day to Weather." - Mr. M. Pyke, R.E.
13. Piano Selection. - Supr. C. Long, R.E.
14. Song. - "The Little Red Cross." - Mr. M. Pyke, R.E.
15. Duet. - Encored. - Mr. M. Pyke, R.E.
16. Inst. Duet. - Encored. - Bandstand, R.E.
17. Song. - "Thumping up and down like this." - Mr. M. Pyke, R.E.
18. Song. - "Encore." - Mr. M. Pyke, R.E.
19. Song. - "Time and Tide." - Mr. M. Pyke, R.E.
20. Song. - "Touching that little affair." - Mr. M. Pyke, R.E.
21. Song. - "Whisper and I shall hear." - Mr. M. Pyke, R.E.
22. Piano Selection. - Supr. C. Long, R.E.
23. Song. - "Encore." - Mr. M. Pyke, R.E.
24. Song. - "Encore." - Mr. M. Pyke, R.E.
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100. Song. - "Encore." - Mr. M. Pyke, R.E.

ST. PATRICK'S CLUB.

A smoking concert was held last night in the hall of the above club which was largely attended by soldiers, sailors and civilians. The decoration was very well carried out and the several items of the following programme passed off most successfully. The concert commenced at 8.30 p.m. when Sergt. Clarke, R.E., occupied the chair, and Mr. Hubbard, R.E., presided at the piano. During the interval a presentation of prizes was made to the successful competitors in the Billiard Handicap, which was held in the club recently. The following toasts: "The Queen," "Our Comrades in South Africa," "The Club and its Future Prosperity" and the singing of the "National Anthem," brought a good night's entertainment to a close.

PROGRAMME.
1. Overture (Piano). - Mr. Hubbard.
2. Song. - "The Boys of the County." - Mr. Hubbard.
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SHOOTING.

HONGKONG VOLUNTEER CORPS - FIELD BATTERY.

The Field Battery held their fourth and final competition for the Bellios cup on Sunday 29th April. The following are the best scores:-

Drum. Ford	200
Gr. Ellis	200
Gr. Yogan	200
Gr. Stewart	200
Gr. Grey	200
Sergt. Rutter	200
Gr. Sayer	200
Gr.	

garded as dangerous were included in that category in the Dangerous Goods Amendment Ordinance, and the suggestion made that these goods should be continued to be excluded from the list, this suggestion was adopted by the Government. I have already referred to the Arms and Ammunition Amendment Ordinance, which was very strongly criticised by those interested in the trade and also by the public, and the original draft of which on the representations of this Chamber experienced considerable modification before the Bill was passed.

Last year we were subjected to all the restrictions and annoyances of being declared an infected Port, which continued through the summer months, and it is a subject of great regret that we should find ourselves in a similar predicament again this year. The problem of how to succeed in stamping out the plague has still to be solved, although amelioration can undoubtedly be secured by strong sanitary measures. The loss caused annually to the trade of the Port by the disease is enormous.

The revival by the Colonial Government of the farm for the collection of the Lekin in Kwong-Tung naturally led to expectation of all the abuses which attended the last monopoly, and the Chamber accordingly addressed Her Majesty's Consul at Canton on the subject. Mr. Mansfield, with his usual promptitude, had already made a protest to the Viceroy against the establishment of the Lekin Farm, and although that official did not admit that the Farm was an infringement of Treaty Rights he issued stringent orders against any abuse of their position by the farmers, apparently with some success. The principle of these monopolies is, however, distinctly opposed to the spirit of the Treaties, and their establishment cannot be too strongly deprecated.

That ancient grievance—the levy of a quarter of a century old—the levy of preferential duties on Junk-borne cargo by the Hoppo of Canton, has again come to the front and drew from this Chamber a fresh and strong appeal to Her Majesty's Representative at Peking. Your Committee upon this occasion, as a last resource, strongly recommended the abolition of the dual system of Customs in the Two Kwangs, and Mr. Bax (London) in charge admitted that it would go to the root of the evil, but was himself naturally unable to move directly in the matter. He said the suggestion however before the Foreign Office and I sincerely hope that when a convenient time arrives this grain of mustard seed will develop into a goodly tree, and produce that fiscal reform which is so badly needed.

When it was given out with great éclat by Lord Curzon in the House of Commons that China had granted the right of Navigation of the Inland Waters to Foreign vessels, it was little imagined that this concession would be turned into a farce by the interpretation placed upon the regulations by the Imperial Chinese Customs, but this is unfortunately the case and, as far as the West River is concerned, foreign steamers have not benefited in the least, and the expected development in trade from the opening of the Waterways of South China to Steam Navigation has not been realized. This has naturally caused great disappointment and loss to the large shipping Companies who have been induced to construct craft especially for the River Service and who have appealed in vain for a reasonable interpretation of the Regulations which would enable them to benefit by the so-called concession, I trust that agitation upon this subject will be kept up in Parliament and elsewhere until the Chinese Government are induced to act up to the spirit of the arrangement instead of to the letter only.

A further interference with the development of trade in the Two Kwang has been the outbreak of lawlessness and piracy under the misrule of the late Viceroy, who, was probably the worst ruler these provinces have had for many years, and who allowed this state of affairs to exist, and it will require extensive measures to successfully cope with it. The attention of the Chamber was first called to the subject by the attacks on the silk trade in districts not far from Canton, and a telegram was despatched early in August to the London General Chamber of Commerce pointing out the unsettled state of the provinces, the unreliability of the Viceroy, the interference with trade, and need of more gunboats to protect our interests on the West River. We have to thank the London Chamber for at once bringing the matter before the Foreign Office, but I regret to say that the only outcome was the placing of the old *Tseng* and *torpedo boat* as an enforcement to the little *torpedo boat* on the West River, although this Chamber represented strongly to the Hongkong Government the inadequacy of such a force to do anything to really stem the evil. I think it most unfortunate that the home government did not see fit to take a serious view of the matter, instead of practically merely looking on, and doing nothing substantial to assist in preventing this crying evil from reaching its present proportions. The latest state is that all steamers are recommended to keep to one particular Channel of the West River entrances which can be specially protected from pirates. This I think is the most eloquent illustration of the present condition of the West River Delta which could be desired, and you will doubtless look with much interest for the effect of the combination between our Naval Authorities and the new Viceroy which we are told will put down the present unfortunate state of things.

Although the question of the revision of the Treaties on the point of Tariff is not included in the correspondence of the past year, I think that a few words now on the subject would not be out of place. We have the word of our Minister in Peking that no active movement is taking place on this question, and that before anything is done those most deeply interested in it will be consulted. I do not see myself how anything can possibly be done until the whole fiscal arrangements of China are altered in such a manner that we know for certain the exact duties which will be paid. With that guarantee there would be, I am sure, no opposition to a fair increase in the Tariff, which after all would probably leave foreign goods better off than they are now under the present scale of duties, the indefinite inland taxation, (quite against our Treaties) and possibly in these provinces a Blackmail tax as well. Until the collection of provincial taxes is merged into the business of the Foreign Customs I do not know in what direction there is the slightest possibility of any reliable guarantee being forthcoming.

Another question not dealt with in the Report, but of no small interest to this port, is the Customs Tariff and Regulations in the Philippines. A copy of the new Provisional Tariff and Regulations has reached this Chamber from the Acting British Consul at Manila through the Colonial Government and this was circulated amongst the members, but so far we have only received one or two replies. There can be no doubt that the duties levied by the American Authorities are practically the same as those imposed by the Spaniards, and the general opinion, I believe, on the part of ship owners and masters is that the Customs Regulations are even more stringent and obstructive. I understand, however, that there is a probability of the early departure from the United States of a Civil Commission to enquire

into and institute a permanent system of Administration for the Philippines in place of the Military rule hitherto necessitated by circumstances, and it is to be hoped that their recommendations will move towards less onerous taxations and regulations, which will assist instead of interfering with the natural expansion of the trade of these fertile islands.

At the Philadelphia Congress held last October, to have valuable results, among other interesting points brought forward, our representative, Mr. Townsend, dwelt strongly upon this subject and his remarks are well worth attention. The apparent omission on the part of the Dominion Minister of Customs to include Hongkong in the list of Colonies and Dependencies of the Empire entitled to the benefit of the British Preferential Duties in Canada having been pointed out by the agent of the Canadian Pacific Railway, your Committee have addressed the local Government on the subject, and asked His Excellency to bring the matter to the notice of the Secretary of State for the Colonies. Already some trade has been diverted from Hongkong, in consequence of this omission, and in the future such a drawback might have a far wider effect, so it is to be hoped that this matter will soon be rectified.

You are aware how fully we have been represented on the Legislative Council by Mr. Whitehead, who deserves our thanks, and is now on a well earned holiday, and in whose place for the time being we have just elected Mr. Herbert Smith.

In regard to the secretaryship, I cannot speak too highly of the care and attention given to the affairs of the Chamber by Mr. Wilcox, whose work, as I have before remarked, is steadily increasing and requiring more and more time and attention.

The General Committee had divided down to five representatives, four of its members having recently gone home, three of them with the intention of returning, but Mr. McConechie, who has rendered valuable service to the Committee for many years, will, I understand, remain at home. It will be for you to-day to elect a new Committee as well as a chairman and vice-chairman. The remaining members of the outgoing Committee have agreed to serve again if elected.

The roll of members has gone on increasing. I am glad to say, no less than 15 new members having been elected since last meeting, whose election you will be asked to confirm directly. We have lost three during the year, two by death, one of whom, Mr. Granville Sharp, we all miss here to-day. Mr. Sharp was a regular attendant at these meetings and we always listened with much interest to the trenchant expression of his views, even if we did not entirely coincide with them.

I have again to remark on the still improving financial position of the Chamber. As will be observed by the statement of accounts, our Reserve Fund amounted at the end of the year to \$10,000, and I am glad to inform you that this has since been increased by the addition of \$2,000 taken from the balance at credit, and placed on Deposit at the Hongkong and Shanghai Bank. We have had no opportunity of making use of the Pinnacle Rock Fund.

Having now touched upon most points dealt with in the Report, before proposing its adoption the Committee will be glad to hear remarks on these or other subjects on which any members present desire to express opinions.

The following is the report of the General Committee for the year ended 31st December, 1899, which was crowded out of our yesterday's issue.

A great variety of subjects has engaged the attention of your Committee during the past year, and they have been enabled to make some progress in certain directions.

THE MANILA OBSERVATORY AND TYPHOON TELEGRAMS.
The temporary interruption in the receipt of the very useful typhoon warnings received by telegraph for some years past from Manila having ceased, this valuable service has been in operation during the year.

THE NEW TERRITORY.
The territory at the back of the Kowloon Peninsula leased to the Colony under the Convention of June, 1898, was not taken over without opposition, such opposition having been organised in the districts adjoining the leased territory. The military operations thereby necessitated involved considerable outlay and trouble, and the Committee suggested that, in compensation therefor, the British Government should insist upon the frontier being extended to include Shamshun, that the Chinese officials should be removed from Kowloon City, and that the lease should be either extended beyond its present term of 99 years or acession in perpetuity be demanded. These suggestions were duly submitted to the Secretary of State for the Colonies, but the Government apparently only saw their way to adoption of the second. This, however, is a very important gain, for the Colony will now be spared the humiliation and annoyance which would have resulted from a Chinese Alsatia being preserved in the centre of its area.

THE CHINESE CUSTOMS IN KOWLOON.
Owing in some degree, no doubt, to the persistence with which the Colony, and this Chamber in particular, urged their removal beyond the frontier, the Chinese Customs Stations in the Colony's waters have been moved to the outside the new frontier, and the scheme which would have practically converted Hongkong into a Treaty Port has had to be abandoned.

THE SYSTEM OF FINES FOR SMUGGLING.
AT SAIGON.

Great complaints having been made, early in the past year, of the practice resorted to in Saigon by the Customs Authorities of giving rewards to informers for the discovery of opium on board steamers arriving from Hongkong of all proportion to the value of the drug confiscated, represented by the infliction of crushing fines, representations were made to the local Government on the subject, who not only passed an Ordinance making it penal for any person to conceal opium on board of any ship, but represented the case to the Imperial Government, by whom it was referred to Paris, where it was, at last information, being considered. As no further complaints of confiscatory measures at Saigon have been received, the Committee hope that either the system has been abandoned, or that it is worked with more moderation.

THE INFUX OF CANTON SUBSIDIARY COINS INTO HONGKONG.

Complaint having been made of the Colony being flooded with tokens produced at the Canton Mint of a somewhat inferior value to the Hongkong subsidiary coins, to the loss of the native tradesmen as well as to the detriment of the Colonial revenue, the matter was taken up by your Committee, in deference to whose representations the Governor appointed a Commission to inquire into the question and report thereon. The Commission, on which your Committee was fully represented, met and discussed the question, with the result that they recommended in their report that the simple supply of Hongkong subsidiary coin should always be kept in the Colony, but that, being the only legal tender, restriction on the circulation of the Canton coins was unnecessary and impracticable.

OFFICIAL TELEGRAPH CODE VOCABULARY.
It having been brought to the notice of this Chamber that the new Official Vocabulary

about to be issued by the International Telegraph Authorities the consecutive numbering of the words in the abridged code, the matter was duly considered by the Committee, but as it appeared that the step had been definitely resolved upon, it was thought useless to take any action thereon.

THE REDUCTION OF CABLE RATES.

The question of the reduction of the tariff of charges for telegrams between the East and Europe has again come to the front and has engaged much of the attention of your Committee, who have passed resolutions on the subject, laid them before the Government and the Telegraph Companies and circulated them widely among the various Chambers of Commerce, seeking the co-operation of the latter in the attempt to secure a reduction of these rates. The Telegraph Companies, on their part, say that they have addressed the Imperial Government proposing a general lowering of the tariff under certain conditions. Your Committee, however, urge that in any case, the Telegraph Companies can afford to make a substantial reduction in rates, and that they would eventually be repaid by the increase in the traffic that would ensue if the cost were reduced to a point which would render it possible for the public to make more frequent use of the cable.

THE WORKING OF THE HONGKONG POST OFFICE.

Thanks to sundry improvements in the internal arrangements of the Post Office and the efforts of the Postmaster General, the complaints against the working of the Department have been greatly reduced, but the need for a new building for its accommodation has in no wise abated; on the contrary, owing to the continually increasing amount of correspondence, it has become more pressing. The Committee, in November last, at their monthly meeting, passed a resolution urging the Government to proceed immediately with the erection of a new Post Office, and with the re-organization of the staff on a more liberal scale than that now existing. The question is under the consideration of the Government, and it is hoped that consideration may soon give place to action.

THE PIRACY IN THE TWO KWANG.
Piracy in the interior of the Kwang provinces assumed such startling proportions last summer that the deliveries of silk were seriously interfered with, trade generally in the West River districts was obstructed, the navigation of the river rendered perilous by all but large steamers, and a general sense of insecurity induced by the daring robberies and outrages of almost daily occurrence. Remedies were suggested by this Chamber, setting forth lists of outrages and praying that something be done to put a stop to the continuance of these raids and robberies. Urgent appeals by telegraph and letter were thereupon made to the London Chamber of Commerce, to the British Minister at Peking, and to the Colonial Government, begging that Her Majesty's Government would despatch a flotilla of small gunboats to safeguard the inland waterways of South China. In response to these, the *Tseng* and *torpedo boat* were ordered to reinforce the *Sandwich*, which had been some hours in the West River, but although these boats may have had some influence in their immediate neighbourhood, no effect is forthcoming of their having any effect on the general situation, which has become more and more intensified until blackmailing is now a recognised condition in many trades and the whole watershed is more or less in a state of insecurity. It is unnecessary to dwell upon the disastrous effect such a state of affairs must have upon trade generally, and the disorganisation to all its branches, thereby preventing its natural development. (Appendix V.)

AMOI AND THE FORMOSA TEA TRADE.

The Formosa Government having notified its intention in July last to impose a duty of yen 1.50 per picul on tea exported from Formosa to foreign countries, whilst tea exported to Japan would be free of duty and could also be shipped thence abroad free, this step being taken with the obvious intention of diverting the export of the Formosa leaf from its accustomed channel *via* Amoy, a protest was made by the Chamber of Commerce at that port on the subject to the British Minister at Tokyo, and the co-operation of this Chamber invited. Your Committee, sympathising with the Amoy Chamber, addressed a representation to the British Minister at Tokyo, a copy of which was also transmitted by the local Government to the Colonial Office, and the matter has been referred by Sir Ernest Satow to the consideration of Her Majesty's Government. (Appendix W.)

PROPOSED BOARD OF CONSERVANCY FOR THE WHANGPOO RIVER.

A scheme for the establishment of a Board of Conservancy for the Whangpoo River has been formulated by the Shanghai Chamber of Commerce, and the correspondence with covering letters has been submitted to this Chamber both by that Chamber and by the local Government. In reply your Committee have expressed their sympathy with, and approval of, the proposal and expressed the hope that the Colonial Government would give its cordial support thereto on general principles, as the salutary detentions now caused to shipping at Shanghai constitute a burden on trade with the Far East. (Appendix X.)

THE INTERNATIONAL COMMERCIAL CONGRESS AT PHILADELPHIA.

This Congress, which was held at Philadelphia, U.S.A., in October, was very successful. Mr. A. M. Townsend, the New York Agent of the Hongkong and Shanghai Bank, attended as delegate for this Chamber, and made an interesting speech on "China Day" (October 18th), in which he emphasized the great importance of the American Government adopting a liberal commercial and fiscal policy in the Philippines. Other speeches by representatives from the Far East were made on various subjects of interest, and an account of the proceedings with the correspondence thereon will be found in Appendix Y.

THE CHAMBER AND THE PHILADELPHIA COMMERCIAL MUSEUM.

This Chamber, its Chairman, and Secretary have been admitted to honorary permanent membership of the Philadelphia Commercial Museum, and this compliment has been reciprocated by the election as honorary correspondents of this Chamber of the Museum, of its Director (Dr. Wilson), and its Chief of the Foreign Department (Mr. Wilfred H. Schoff), and diplomats exchanged.

THE FOURTH CONGRESS OF CHAMBERS OF COMMERCE OF THE EMPIRE.

The Chamber having been invited by the organising Committee of the above Congress to send delegates to attend the meeting to be held in London in June next, your Committee have nominated Sir Thomas Jackson and the Hon. T. H. Whitehead to represent the Chamber, and it has been arranged that they will propose resolutions dealing with the navigation of foreign steamers of the Inland Waters of China, the reduction of Cable Rates, and fresh Marine Surveys in Eastern Seas. (Appendix Z.)

HONGKONG AND THE CANADIAN PREFERENTIAL DUTIES.

It having been brought to the notice of the Committee by the Agent of the Canadian Pacific Railway that this Colony has been, apparently by an oversight, omitted from the list of those Colonies named by the Dominion Minister of Customs as entitled to participate in the benefits of the British preferential tariff, whereby trade in certain goods formerly sent to Hongkong has been diverted to the Colonial Government praying that the omission may be brought to the attention of the Secretary of State for the Colonies, with a view to securing the advantage to which, under the Tariff Memorandum, Hongkong is clearly entitled. (Appendix 21.)

THE GENERAL COMMITTEE.

Since the Committee was elected at the last annual meeting, the only changes during the year 1899 have been the resignations of Mr. H. J. Bell-Irving and Mr. W. Poate, whose places were taken respectively by the Hon. J. E. Kew and Mr. Herbert Smith. The Committee has, however, quite recently lost four members—Mr. A. McConechie, the Vice-Chair-

man, having felt the Colony, and Sir Thomas Jackson, Mr. H. A. Ritchie, and the Hon. T. H. Whitehead having gone home on leave.

MEMBERS.

The roll of members has again considerably increased during the past year. The Chamber has lost three members two by death, viz. Messrs. Granville Sharp and H. J. Holmes, and one by resignation—Messrs. Bellius & Co., who have discontinued business. In Mr. C. Sharp the Chamber has lost not only an old member, whose experience and knowledge of the Colony were exceptional, but also its readiest debater. The following have been admitted to membership, subject to confirmation at the annual meeting:—Mr. W. S. Bailey, The Extension Australasia and China Telegraph Co., Ltd., Messrs. McGregor Brothers and Gow, Mr. D. Haskell, Mr. R. C. Wilcox, Messrs. L. Scullford & Co., Banker & Co., Wendi & Co., Mr. Léon A. Levy, Messrs. U. Nervegia & Co. Dr. Jordan, The Deutsche Asiatische Bank, The Imperial Bank of China, Messrs. Hotz Jacob & Co., and H. Price & Co.

FINANCE.

The accounts for the year ended 31st December, 1899, has as usual, been audited by Messrs. J. Thurburn and J. V. V. Vernon. The balance at credit of the Chamber, after purchase of four debentures of the Hongkong Hotel Company of \$500 each and transferring \$720 to Deposit Account, was \$878.26. The Reserve Fund stood at \$10,000, of which \$8,000 is on deposit in the Hongkong and Shanghai Bank and \$2,000 is invested in Debentures. The Pinnacle Rock Fund has been further increased by the accruing interest for the year and now stands at \$3,569.64.

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NOTANDA.

CALENDAR.

MAY.
Meteorological means based on ten years' observations to 1898.

Barometer 29.857
Thermometer 76.2
Humidity 84.0
Rainfall 15.0

TO-DAY.
WEATHER REPORT.

On date at On date at
Barometer 29.99 29.96
Temperature 73 72
Humidity 76 83
Rainfall —

TO-DAY.
Tuesday, 1st May, 1900.

Chinese—3rd of 4th moon of 26th year of Kwang-si.

Sun—Rises 5hr. 29min.
Sets 6hr. 25min.
High water—Morning 9hr. 30min.
Afternoon 11hr. 45min.
Low water—Morning 3hr. 45min.
Afternoon 4hr. 35min.

ANNIVERSARIES.

1764—Rev. Robert Hall died.
1841—*Hongkong Gazette* first published.
1840—Duke of Connaught born.
1796—The Shah of Persia murdered while entering a shrine near Teheran.
1898—Battle of Cavite.
1898—Americans destroyed Spanish fleet at Manila.
1899—Ports of Kunson, Masanpo, and Song-Ching in Korea opened to trade.
German adoptions to her Colonies.

TO-MORROW.
Wednesday, 2nd May, 1900.

Chinese—4th of 4th moon of 26th year of Kwang-si.

Sun—Rises 5hr. 29min.
Sets 6hr. 25min.
High water—Morning 10hr. 15min.
Afternoon 1hr. 0min.
Low water—Morning 3hr. 40min.
Afternoon 5hr. 30min.

ANNIVERSARIES.

1487—Sinnel executed at Dublin.
1803—Battle of Chancellorsville and death of "Stonewall" Jackson.
1888—Treaty between Portugal and China ratified at Lisbon.
1896—Armed attack on a shop at Wanchai; a watchman murdered and a *liukong* wounded.
1898—Prince Kung died.
1899—Fire on the *Sabine Reckmers* at Lai-che-kok.

AGENDA.

TO-DAY.
8.30 for 9 p.m.—Regular Meeting of the Zealand Lodge, at the Freemasons' Hall.

TO-MORROW.
Noon—N. L. Steamer *Prinz Heinrich* leaves for Europe.

Noon—1. C. S. Co's steamer *Sinang* leaves for Singapore, Penang and Calcutta.
5 p.m.—C. & M. S. Co's steamer *Diamond* leaves for Manila.
5.15 p.m.—Public Lecture at the Chamber of Commerce Room, City Hall, by Mr. H. E. Pollock.

(About 0. S. Co's steamer *Irion* leaves for Liverpool (direct) via Suez Canal.

THURSDAY, 3rd.
P. & O. steamer *Malacca* leaves for London &c.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Indian (*Arratoon Avar*) 3rd inst.
American (*China*) 5th inst.
Canadian (*Empress of Japan*) 10th inst.
American (*Doric*) 15th inst.
American (*Nippon Maru*) 23rd inst.

The N. P. S. Co's steamer *Argyll*, has arrived at Yokohama and sailed for Portland Oregon to-day.

The N. P. S. Co's steamer *Victoria*, has arrived at Yokohama and will sail for Hongkong on the 3rd inst.

The N. Y. K. steamer *Hiroshima Maru*, (Bombay Line) left Bombay, via ports for this port on the 28th inst., and is expected to arrive here on the 18th inst.

The T. K. K. steamer *Nippon Maru*, with mails &c., left San Francisco for this port *via* Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 25th ult.

The P. M. S. S. Co's steamer *City of Rio de Janeiro*, with mails &c., which left hence 22nd March for San Francisco *via* Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu, arrived at destination on the 16th ult.

The Canadian Pacific Railway Co's R.M.S. *Empress of India*, arrived at Nagasaki at 7 a.m., on Monday, the 30th April and leaves again at 4 p.m., on Tuesday, the 1st inst., for Kobe where she is due to arrive at 6 p.m., on Wednesday, the 2nd inst.

Departed.
Per *Gaulis*, for Shanghai—Messrs. R. H. Foy, R. Inglis and native servant, L. Spitzer, A. J. Findlay, Brown, C. W. Dickson, Mr. and Mrs. Eric Hudson, Master Hudson, Infant and European maid servant and one Chinese. For Nagasaki—Messrs. D. Noma, Sigmund, A. Gillot, R. Bowles, E. D. Hargreaves and M. J. Null. For Kobe—Mr. F. Henderson. For Yokohama—Mr. and Mrs. H. W. Robertson, Mr. C. R. Cunningham, Mrs. H. Holder, Lieut. R. F. Peniger, R.A., Mrs. B. Allen, Mr. and Mrs. W. A. Hoppin, Mrs. L. Wheaton and F. Naitavida. For San Francisco—Rev. C. A. Nelson, Mrs. Nelson and daughter, Mr. and Mrs. A. C. Glover, Messrs. A. Mochel, Tam Pui-shum, Thaddeus R. Bear, Robt. H. Hampson, O. D. Hampson, G. C. Holberton, C. P. Hall, Moy Fat, Misses Bel, L. Swenson, Mrs. E. J. Marsh and Dr. Wollinger. For London—Messrs. W. F. Ackland, Pierre Reche (thrac apd), F. Boulton.

HONGKONG AND WHARF DOCK RETURNS.

Isle de Cuba at
U.S.S. *Monterey*
Zaire
St. Jean
Progress
Taiyuan
D. Juan d'Austria Cosmopolitan
Independence
Deuwing

Shipping.

Arrivals.

PRINZ HEINRICH, German steamer, 3,902, H. Supper, 30th April.—Yokohama 21st April, and Shanghai 28th, Mails and General.—Melchers & Co.

YUENSAK, British steamer, 1,128, P. Rolfe, R.N.R., 1st May.—Manila 28th April, Hemp and Sugar.—Jardine, Matheson & Co.

BENLARIO, British steamer, 1,434, Krotte, 1st May.—Singapore 14th April, General.—Gibbs, Livingston & Co.

HATTAN, British steamer, 1,183, J. S. Roach, 1st May.—Swatow 27th April, Amoy 28th, and Swatow 30th, General.—Douglas, Lattak & Co.

HUNAN, British steamer, 1,158, Frazer, 1st May.—Chinkiang 27th April, General.—Butterfield & Swire.

TAISANG, British steamer, 1,340, P. W. B. Lake, 1st May.—Shanghai 26th April, and Swatow 30th, General.—Jardine, Matheson & Co.

ELSF, German steamer, 993, T. Petersen, 1st May.—Canton 1st May, General.—Jobson & Co.

KWANG PING, Chinese steamer, 1,212, C. P. Chen, 2nd May.—Canton 2nd May, General.—C. E. & M. Co.

HAMBURG, German steamer, 6,507, P. Lunschloss, 1st May.—Bremerhaven 21st March, and Singapore 27th April, Mails and General.—Melchers & Co.

PETARCH, German steamer, 1,257, H. Uecker, 1st May.—Sourabaya 24th April, Sugar.—Sander, Wieler & Co.

VICTORIA, Swedish steamer, 1,181, J. A. Holberg, 1st May.—Chifeng 25th April, Cakes.—Oster.

QUEEN ADELAIDE, British steamer, 1,335, F. McNair, 1st May.—Saigon 26th April, Rice.—Dodwell & Co., Ltd.

MALACCA, British steamer, 2,615, E. G. Andrews, 2nd May.—Yokohama 19th April, General.—P. & O. S. N. Co.

SAMBA, German steamer, 2,623, G. Schmidt, 1st May.—Hamburg 14th March, and Singapore 24th April, General.—Siemssen & Co.

ORLANDO, British cruiser, 5,600, J. H. Burke, 1st May.—Manila 29th April.

Clearances at the Harbour Office.

Else, German, 1st, by Chifeng.
Johnson, British, 1st, for Singapore.
Hunan, British, 1st, for Canton.
St. Jean, British, 1st, for Katagun.
Carlisle City, British, 1st, for Moit.
Pak Kong, British, 1st, for Canton.
Batavia, British, 1st, for Saigon.
Gaulis, British, 1st, for Shanghai.
Kwai Lum, British, steam-launch, for Macao.

Arrivals.

May 1, *Gaulis*, British, 1st, for San Francisco.
May 1, *Emma Layton*, German, 1st, for S'pore.
May 1, *Philo*, British, 1st, for Swatow.
May 1, *John Currier*, American ship, for Port Darwin.

May 1, *Kachidani Maru*

Auction.

PARTICULARS
OF
VALUABLE LEASEHOLD PROPERTY,
situate on
THE NEW PARVA, DESVREUX ROAD
and
GILMAN STREET,
Being the Reclamation of Marine Lot No. 55,
at Victoria, Hongkong,
to be sold by
PUBLIC AUCTION,
in 13 Lots,
on
SATURDAY, the 12th May, 1900,
at 2.30 P.M.,
at his Auction Rooms, DUNDRELL STREET,
by
MR. GEO. P. LAMBERT,
Auctioneer.

Lot No. 1—All that piece of ground intended to be registered in the Land Office as Section A of the Reclamation of Marine Lot No. 55 containing an area of 1,260 square feet.
Annual Crown Rent \$25.
Lot No. 2—All that piece of ground intended to be registered in the Land Office as Section B of the Reclamation of Marine Lot No. 55 containing an area of 1,260 square feet.
Annual Crown Rent \$25.
Lot No. 3—All that piece of ground intended to be registered in the Land Office as Section C of the Reclamation of Marine Lot No. 55 containing an area of 1,260 square feet.
Annual Crown Rent \$25.
Lot No. 4—All that piece of ground intended to be registered in the Land Office as Section D of the Reclamation of Marine Lot No. 55 containing an area of 1,260 square feet.
Annual Crown Rent \$25.
Lot No. 5—All that piece of ground intended to be registered in the Land Office as Section E of the Reclamation of Marine Lot No. 55 containing an area of 1,260 square feet.
Annual Crown Rent \$25.
Lot No. 6—All that piece of ground intended to be registered in the Land Office as Section F of the Reclamation of Marine Lot No. 55 containing an area of 1,260 square feet.
Annual Crown Rent \$25.
Lot No. 7—All that piece of ground intended to be registered in the Land Office as Section G of the Reclamation of Marine Lot No. 55 containing an area of 1,260 square feet.
Annual Crown Rent \$25.
Lot No. 8—All that piece of ground intended to be registered in the Land Office as Section H of the Reclamation of Marine Lot No. 55 containing an area of 1,260 square feet.
Annual Crown Rent \$25.
Lot No. 9—All that piece of ground intended to be registered in the Land Office as Section I of the Reclamation of Marine Lot No. 55 containing an area of 1,260 square feet.
Annual Crown Rent \$25.
Lot No. 10—All that piece of ground intended to be registered in the Land Office as Section J of the Reclamation of Marine Lot No. 55 containing an area of 1,260 square feet.
Annual Crown Rent \$25.
Lot No. 11—All that piece of ground intended to be registered in the Land Office as Section K of the Reclamation of Marine Lot No. 55 containing an area of 1,260 square feet.
Annual Crown Rent \$25.
Lot No. 12—All that piece of ground intended to be registered in the Land Office as Section L of the Reclamation of Marine Lot No. 55 containing an area of 1,260 square feet.
Annual Crown Rent \$25.
Lot No. 13—All that piece of ground intended to be registered in the Land Office as Section M of the Reclamation of Marine Lot No. 55 containing an area of 1,260 square feet.
Annual Crown Rent \$25.
For Further Particulars, apply to
C. E. EVANS,
Solicitor for the Vendors,
or to
GEO. P. LAMBERT,
Auctioneer.
Hongkong, 27th April, 1900. [547b]

Notice of Firm.

SALAMANDER FIRE INSURANCE CO.
NOTICE.

THE UNDERSIGNED, having been appointed AGENTS for the above Company, are prepared to accept Risks against FIRE at CURRENT RATES.
HOTT, STACOB & CO.
Hongkong, 31st March, 1900. [422b]

For Sale.

FOR SALE AT TIENTSIN.
NORTH CHINA.

LARGE BUSINESS PREMISES on the TAKU ROAD within easy reach of the Bund. The Premises consist of a Six-roomed Bungalow, Three Large Godowns, one with a double storey and that roof suitable for drying purposes, Commodious Quarters and Offices, one Brick House, several Out-buildings and all necessary adjuncts to business. One Godown contains a Hydraulic Press, Engine, &c.
For particulars apply to
J. T. SKOTTOWE,
Land, Estate, and General
Commission Agents,
Tientsin,
North China. [466b]

Insurance.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE UNDERSIGNED AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.
SIEMSEN & Co.
Hongkong, 28th May, 1895. [10]

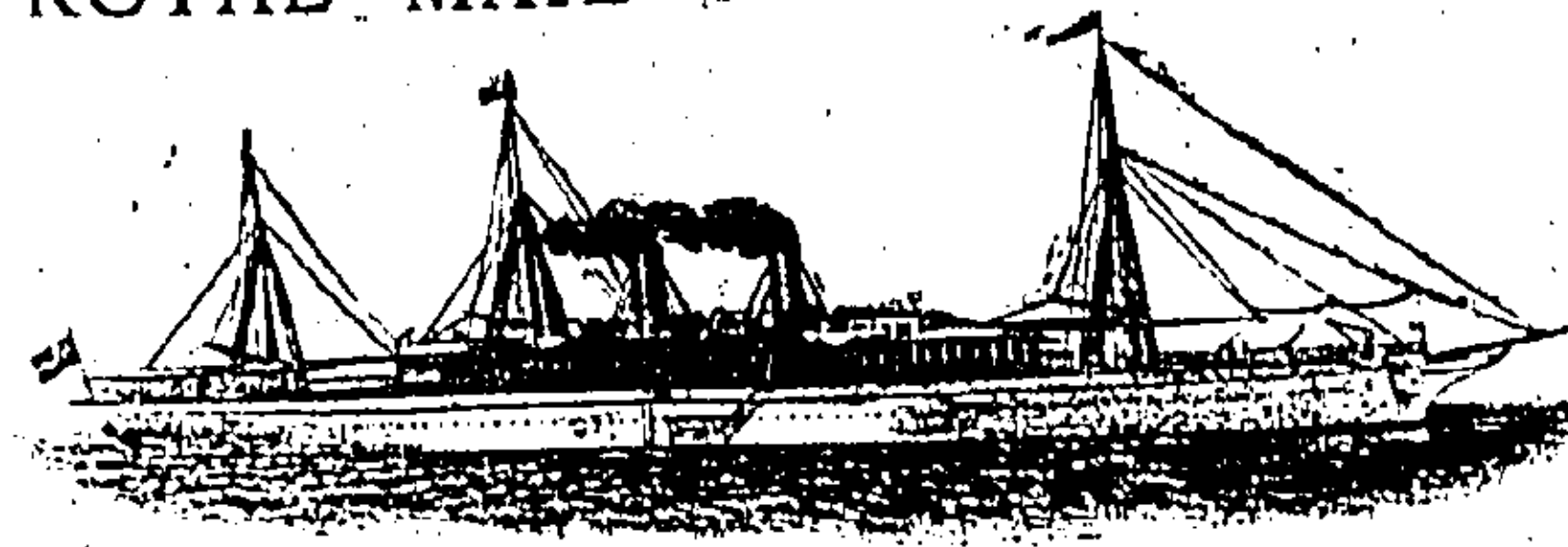
To be Let.

TO LET.

"HARFORD" MAGAZINE GAP.
GROUND FLOOR, 53, PEEL STREET.
"THE RETREAT"—MOUNT KELLET.
5, RYON TERRACE.
Also
A GODOWN at PRAYA EAST.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 17th April, 1900. [121]

SIEN TING,
SURGEON DENTIST,
No. 14, D'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 27th September, 1898. [130]

Mails.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. WEDNESDAY, 16th May.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. WEDNESDAY, 6th June.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 27th June.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS from THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder Street.

Hongkong, 25th April, 1900.

NORTHERN PACIFIC
STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.

PROPOSED SAILINGS FROM
HONGKONG.

FOR VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Queen Adelaide, 2,832 T. McNair, May 10
Duke of York, 3,821 T. J. S. Cox, May 15
Victoria, 3,502 T. Panton, May 29

Also
FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVI-
GATION COMPANY.

Monmouthshire, 2,874 T. W. A. Evans, May 19
Hecatombe, 3,601 T. W. A. Evans, June 9
Hecatombe, 3,601 T. W. A. Evans, July 14
Monmouthshire, 2,874 T. W. A. Evans, Aug. 1

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR AND STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to
DODWELL & CO., LIMITED,
General Agents.
Hongkong, 30th April, 1900. [4]

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA
FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO AND
SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND
HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Strathgyle, 1,502 T. about May 20
Belgian King, 1,379 T. about June 5
Thyra, 1,381 T. about July 8

THE Steamship

"STRATHGYLE,"

will be despatched for SAN FRANCISCO and SAN DIEGO, VIA KOBE, YOKOHAMA and HONOLULU, on or about SUNDAY, the 20th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Francisco, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan. [128]

Hongkong, 1st May, 1900.

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Hongkong, 1st May, 1900.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TAMBA MARU J. W. Wale	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.	FRIDAY, 4th May, at Daylight.
*HIZUMI MARU M. J. Currow	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, KOBE and YOKOHAMA.	MONDAY, 7th May, at 4 P.M.
INARA MARU W. Bainbridge	NAGASAKI, KOBE and YOKOHAMA.	THURSDAY, 10th May, at 4 P.M.
SANUKI MARU W. Townsend	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.	FRIDAY, 18th May, at Daylight.
KASUGA MARU E. W. Haswell	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	FRIDAY, 25th May, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 28th April, 1900. [6]

NORDEUTSCHER
LLOYD.HAMBURG-AMERIKA
LINIE.

(Freight Service.)
(Freight Service.)
(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*KONIGSBERG Christiansen	HAVRE and HAMBURG.	8th May.
BAMBERG Jacobs	(LONDON with transhipment in HAMBURG) HAVRE and HAMBURG.	24th May.
*SARNIA Fuchs	(LONDON with transhipment in HAMBURG) HAVRE and HAMBURG.	About 6th June.
SAMBIA G. Schmidt	(LONDON with transhipment in HAMBURG) HAVRE and HAMBURG.	About 20th June.
AMBRIA Burmeister	(LONDON with transhipment in HAMBURG) HAVRE and HAMBURG.	About 27th June.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to
CARLOWITZ & Co.,
Agents.

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TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 8th May, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 31st May, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 26th June, at Noon.

THE Steamship

"HONGKONG MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 8th May, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY, on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the lines of SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. the same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 14th April, 1900. [7]

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Hongkong, 14th April, 1900.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that at a Meeting of the Board of Directors of the above Company, held at the Registered Office of the Company, Queen's Road Central, Victoria, Hongkong, on Tuesday, the Twenty Seventh day of March, 1900, the following RESOLUTION were passed.

1.—That in pursuance of the Provisions of the Special Resolution passed at an Extraordinary General Meeting of the Company held on the 7th and confirmed on the 27th March instant, and since duly registered, the Sum of \$1,250,000 be withdrawn from the Reserved Fund and be carried as of the 2nd July next, to the Credit of Capital Account, each Share being credited with a Sum of \$25 as paid up thereon in addition to the Sum of \$50 now standing to the credit of each Share.

2.—That the Balance of \$25 per Share of the Unpaid Capital of the Company be called up, and that a CALL be and is hereby made of \$25 per Share upon all Shares of the Company, and that the Shareholders be requested to pay the same to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, at their Premises, Queen's Road Central, on or before the 2nd day of July, A.D. 1900.

Shareholders are hereby requested to pay according.

And Notice is also given that, in accordance with Article 34 of the Company's Articles of Association, interest will be charged as from the said 2nd day of July, 1900, at the Rate of 12 per cent. per Annum, upon all Calls remaining Unpaid after the 9th day of July, 1900, up to the actual dates of payment of the same.

By Order of the Board,
A. SHEPHERD HOOPER,
Secretary.

Hongkong, 27th March, 1900. [493b]

Hongkong, 27th March, 1900.

Hongkong, 27th March, 1900.

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DEATH OF SIR NICHOLAS JOHN HANNEN.

SHANGHAI, April 27th.

It is with extreme regret that we have to record the death of Sir Nicholas J. Hannen, which sad event took place just after eight o'clock last night. Sir Nicholas had been ill for some time and for the last two weeks the state of his health has caused grave anxiety.

At the commencement of this week his condition became very serious, and anxious enquiries have been made day after day by many, both at his residence and at the Supreme Court. A few days ago it was thought an improvement had taken place and a glimmer of hope, as to his ultimate recovery soon spread abroad, but the following day it was reported that he had had a relapse during the night and on Wednesday his recovery was considered doubtful. Yesterday towards the end he became unconscious and about 8.15 last evening he quietly passed away. We do not know of one who was more universally loved and respected in China than Sir Nicholas, and it seems hard to realize that we shall never see his kindly face and portly figure again. It seems so sad too to think that his official labours were about to end and that next month he had intended to retire from the service he had served so well, and to enjoy the rest he had so honourably earned. We join with the whole of Shanghai in offering our sincerest sympathies to Lady Hannen and Miss Hannen as well as to the son and daughter at home.

Sir Nicholas John Hannen was created a Knight Bachelor in 1895. He has been Chief Justice of the Supreme Court for China and Japan since 1891. He was born in 1842, and was therefore nearly fifty-eight years of age. He was educated in the University College, London; made B.A. in 1864, a barrister in 1866; practised in his profession for some time in Shanghai; was Acting Deputy Judge at Yokohama from 1871 to 1874, was Crown Advocate at Shanghai in 1875, was Consul-General and Chief Justice from 1887 to 1897, since which time he has held the post of Chief Justice.

To enumerate all he has done for Shanghai and the different associations he has been connected with is an impossibility. All we can do is to simply say he was beloved amongst both high and low. He was kindness itself, and no one sought his help in vain. The Funeral Service will take place at Trinity Cathedral on Sunday, at 9.15 a.m., and afterwards at the Crematorium.

The flags of the various Consulates, the Customs, the Hongkong, and also on all of the men-of-war and shipping in the harbour were half-masted to-day as a mark of respect for the deceased.—*Mercury*.

WAR NEWS BY WIRE.

LONDON, April 27th.

The fact that the British force at Bloemfontein is unable to cover a radius of thirty miles either north or south, and also General Gatacre's inability to trace the Bethulie Commando after the Reddersburg reverse, prove the absolute breakdown of the army. Indeed, one squadron is reported to have mustered only five horses in condition. Fortunately, fresh mounts are now beginning to arrive at headquarters in large numbers. Ten thousand horses, coming from South America, are expected to land at Cape Town this week.

Accounts of the affair near Bethulie are scanty. It is presumed that the British regiments were detached from General Gatacre's force for the purpose of holding the railway. They had no guns, yet they neglected to throw up trenches against the enemy, who were numerous and armed with four or five guns. It is alleged that General Olivier commanded. A force of Hussars, which were travelling from Norval's Point to Bloemfontein at the time, were diverted at Edenburg in order to assist. The result is unknown.

The newspapers speak in most deprecating terms of the lack of resource among the British officers generally, and demand that Lord Roberts should issue precise orders, enjoining field entrenchments and adequate scouting. It is foreseen that the remainder of the campaign will consist of small actions.

At Mafeking.

Reuter's despatch from Mafeking, dated the 27th March, says that at sunrise to-day the enemy opened the most furious bombardment of the siege from seven guns including a hundred-pounder. The Boers advanced to attack on two sides, but were repulsed. The garrison manned all forts in the outlying positions in expectation of a final grand attempt to reduce the town before the arrival of the relief columns from the south and north.

Reuter's despatch from Gaborone, dated 1st, says that Colonel Plumer, with 270 men and 24 Maxim, arrived at Ramatlabama, and followed the railway south to within six miles of Mafeking. The enemy appeared in strong force on both flanks and tried to encircle Colonel Plumer's force, who held their ground firmly for over an hour, and then retired in good order to Ramatlabama, fighting the whole ten miles. They thence returned to their base. The British lost three officers and seven men killed; and three officers and 24 men wounded, and eleven missing. The enemy's loss was serious.

Reuter, writing from Bethulie on the 6th, says: "The Boers practically hold the Free State east of the railway. The enemy is located twelve miles east of the Bethulie Bridge, having evidently come down country after capturing the Irish Rifles and Northumberland at Reddersburg."

An important development of the situation is the warlike attitude of the Basutos, whose impis are preparing to repel the Boers. The latter are said to have made several foraging raids into Basutoland in their march from Ladabrand to Wepener.

April 8th.

Many Frenchmen are among the prisoners captured by Lord Methuen at Boshof. There is excitement in Paris regarding them, and especially regarding the death of General Villebois. It is proposed to name a street in Paris after him.

April 9th.

Reuter, writing from Aliwal North on the 7th says: "Four companies of the Irish Rifles and two companies of Volunteers arrived from Rouxville last evening, covered by two squadrons of the Border Horse sent out by General Buller to prevent the enemy frustrating the movement. Lieut. Boney and two men of the Border Horse are missing, and the enemy had two killed and one wounded in the rearguard action."

At Reddersburg.

A Central News message states that at Reddersburg the Boers were aware that the British were not supplied with guns. The enemy, therefore, kept out of range until the Irish Rifles' ammunition was all expended. Relief was hopeless, but the troops fought magnificently, with no thought of surrender.

Further details of the unfortunate reverse at Reddersburg speak of the heroic gallantry of the captured companies of Irish Rifles and Volunteers. They occupied rising ground, and were completely surrounded on all sides by overwhelming forces of Boers. The order to surrender was indignantly

repelled, and the little band of heroes prepared to sell their lives dearly. The resistance made was desperate as long as the ammunition lasted. They were twenty-four hours without food and without water, exposed to the fierce tropical sun, more exhausting even than the tireless bombardment of the enemy's big guns. The Irish soldiers and Colonial Volunteers bravely held their ground until at last their ammunition gave out, and then surrender became imperative to escape complete annihilation. The Boers, when making the remnant prisoners, expressed the highest praise of the marvellous courage displayed during that fearful night.

The special correspondent of the *Times*, describing the ambush at the Waterworks, says that Colonel Broadwood's men were driven into the drift like partridges to guns. The Boers directed the drivers to points to which to take the wagons, in order to prevent a suspicious block. An eye-witness states that it was like entering a cloak-room. The Boers politely took your rifle, and asked you to step aside. Never was a surprise so skillfully planned or so thoroughly executed.

THE PLAGUE.

Cases reported to 30th ultimo 112
Do. do. during past 24 hours 5
Total..... 117

Deaths reported to 30th ultimo 96
Do. do. during past 24 hours 4
Total..... 100

SHIPPING REPORTS.

Captain P. Lunschloss, of the steamship *Hamburg*, from Bremerhaven and Singapore, reports:—All well on board.

Captain P. Rolfe, of the steamship *Yuenyang*, from Manila, reports:—Moderate N.E. breeze and sea, fine, with passing clouds.

Captain F. McNair, of the steamship *Queen Adelaide*, from Saigon, reports:—Strong N.E. to E.N.E. winds and heavy sea throughout.

Capt. P. W. B. Lake, of the steamship *Taiyang*, from Shanghai, via Swatow, reports:—Drisk Northerly winds and fine weather to Swatow, and fresh E.S.E. winds to port.

Captain J. S. Roach, of the steamship *Haitan*, from Foochow, Amoy and Swatow, reports:—Foonchow to Amoy, Swatow and Hongkong, light N.E. to S.E. breeze and following sea. Vessels at Foonchow on the 27th ult.:—None.

At Amoy on the 28th:—*Bellerophon*, *Jason*, and *Seng Leong*. At Swatow on the 30th:—*Tai-chung*, *Fooksang*, *Taiwan*, *Fookchow*, *New-chung*, *Loksang*, and *Angoon* Maru.

STEAMERS EXPECTED.

Names.	From.	Due.
Tamba Maru	Japan	To-morrow
Arratoon Apar	Singapore	May 3rd
Dionio	Singapore	May 3rd
Siam	Singapore	May 4th
China	Japan	May 5th
Empress of Japan	Japan	May 10th
Doric	San Francisco	May 15th
Hiroshima Maru	Bombay	May 18th

We would direct the attention of shipping firms to the style in which *"Steamers Expected"* and *"Vessels Expected"* are now published in these columns, and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this office with the latest available information every day.

PASSED THE CANAL.

Outward—25th April:—*Antenor*, *Bendalder*, *Sachsen*, *St. Mary*, *Almond*, *Branch*.
Homeward—21st April:—*Savola*. 25th April:—*Calchas*, *Parramatta*, *Sydney*.

Arrivals at Home—25th April:—*St. Mark*, *State of Maine*, *Sarpedon*.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Alba, S. F.	Marshall, F. R.
Alao	Matsuura, J.
Abdoelhoosen	King, C. P.
Ali Tee	Margotting, C.
Amos, D.	Martin, L.
Amos, D.	Martin, E. M.
Austin, Lieut.-Col.	Martin, R. R.
G. B.	Maung, Sein
Adams, Miss C. A.	Milko, J.
Among, E. N.	Morland, C. H.
Aldenberg, L.	Menier, Miss R.
Abraham, H.	Molesworth, T. D.
Agon, D. J.	Martin, E.
A. B. C.	Misum, S.
Buckley, P.	Mari, M.
Brown, Brothers N. P.	Miller, F. D.
Blake, D. H.	Morris, J. F.
Billaroz	Meonisse, E.
Breed, Dr. R. M.	Man Singh
Bee, H.	Madar, F. S.
Bugard, G.	Morimer, R.
Bogal, W.	Muller, M.
Blum, Mrs.	Musumato
Brewer, Mrs. M.	Morland, D. C.
Bracke, G.	Meyer, H. B.
Burden, R. A.	Mehta, B. H.
Brace, Mrs.	Moslyn
Banister, D. R.	Mansfield
Bud, W. W.	McKee & Co.
Bacon, B. D.	McRoe, J.
Baker, W.	McClenth, M.
Basto, C.	McCall, J. T.
Barrett, J.	McKerrow
Boyle, Mrs. L.	Martemori, P.
Baker, Coley H.	Mathews, Miss
Brown	Meadows, Mons.
Blake, R. E.	Meadows, W.
Blanchard, W.	Munro, Miss A.
Blundell, H. F. B.	MacKinnon, E.
Bellum, G.	MacKay, D. G.
Bridley, J.	Miller, G.
Becker	Moore, G.
Barkle, T. M.	Morgan, J.
Chung-le, W. P.	Mollone, A.
Cater	Mulken, R. J.
Caldar, W.	Martin, Mrs.
Charles, Mrs. J.	Marikos, S. S.
Cassy, M. J.	Miller, Mrs. T.
Cambell, W. E.	Nagayava, I.
Ching Bit Sang	Nagan, E. J.
Chino, F. N.	Nasumoff
Clark, A. P.	O'Brien, D. J.
Cuswick, D. J.	O'Brien, D. J.
Cannings, Miss M.	O'Brien, D. J.
Citto, Mrs. O.	O'Brien, D. J.
Cagence, L.	O'Brien, D. J.
Colben, A.	O'Brien, D. J.
Conner, J.	O'Brien, D. J.
Champion, J. F.	O'Brien, D. J.
Ceresole, L.	O'Brien, D. J.
Charles, Jos.	O'Brien, D. J.
Chapling, T.	O'Brien, D. J.
Cropper, H. N.	O'Brien, D. J.
Crozier, La Mar.	O'Brien, D. J.
Crawford, J.	O'Brien, D. J.
Cohen, C. N.	O'Brien, D. J.
Chetmool, K. A. J.	O'Brien, D. J.
Chemming, Miss H.	O'Brien, D. J.
Cheng, J. A.	O'Brien, D. J.

Cruz, D. J.
Champion, Miss M.
Delim, Miss L.
Dunlop, R. H.
Durreth, G. B.
Dirrel, B.
Daogwe, N. J.
Dowrie, Miss D.
Davis, J.
Dunn, W.
Dunay, G. R.
Droghda
Dumour
Dobberke, H.
Drummond
E. M. S. S. Co.
Echaporra, R. S.
Ehody, J. E.
Ellias, D. H.
Emile, P.
Evans, F. H.
Eckelhardt
Eastwood, O. E.
Eliener, E.
Figuencia, H.
Forrest, Miss A.
Findlay, Rev. W. H.
Fistord, E.
Fleischer, M.
Forster
Farmer, L. B.
Fulakias, R.
Frisker, G. E.
Francisco, Botello
Fraser, J.
Freidman, Miss R.
Forrester, Mrs. L.
Fise, D.
George, Miss A.
George, H. A. P.
Grief, F. B.
Glover, L. H.
Grillo, B.
Guillaume, Rev. C.
Gambell, E. R.
Greves, J. C.
Gader, G.
Gibson, W. S.
Groundwater
George, G. F. S.
Grimes, J. B.
Guillamatt, Capt.
Gonsales, S. J.
Gracey, S. L.
Gritti
Grant, J.
Gillard, H.
Gorham, Miss A.
Goulds, T.
Hamilton, Miss E.
Hendee, L.
Humphry, R. L.
Halsey
Hachstads
Hall, J. R.
Hauler
Holton, Mrs.
Hunt, G.
Hopkins, Miss L.
Houston, H. H.
Haller, J. T. W.
Hall, P.
Hollerton, G. C.
Holden, Miss S.
Hanbury, N.
Hawbury, Miss M.
Haw, M. S.
Holow, Miss
Horanjan
Hermanus
Harrington, S. E.
Holden, S. B.
Howard
Hills, Captain F.
Halwitz, Mrs. J.
Hingekan
Hamilton, Mr.
Heise, F.
Hansen, W. E.
Jackson
Japan Importing and Exporting Co.
Jau, Am San
Johnson, W. E.
Jocelyn, Mrs. F.
King, L.
Kell, Lieut. J. A.
Karnja, B. P.
Kariacow, H.
Kwok Chit
Kappel, A.
Klatie, F.
Kynoch, G. W.
King, G. C.
Leggatt, R. K.
Grosvenor, G.
Lewis, C. M.
Linswore, E.
Lange, W.
Legner, H. T.
Leslie, Mr. H.
Laird, P.
Liberge, M. C.
Legarde
Liddell, P. M. C.
Lord Miss H. P.
Laudinber, J. A.
Lacken, B.
Lemon, R. W.
Loblain
Whinnam, W. E.
Wilson, J. T.
Yamamoto
Young, D.
Ylford, Mr.
Young, E. F.
Zukri, E. E.
Zaboli
Zeh-Alex.
Zonenet

Pigot, Mrs. B.
Percira, M. L. R.
Pillery, V. A. M.
Pigot, M. S.
Pigram, Rev.
Rosa, S. B.
Renedios, L. E.
Russell, C. L. P.
Rudermann, T.
Robertson, A.
Robinson, Mrs.
Robbins, E.
Rivers, Mrs. W.
Robertson, Mrs.
Rafael Allen Li
Richardson, F. W.
Rosa, Mrs.
Renault, A.
Renault, J. M.
Rehmoohay
Ritchel, N.
Ringsdorf, T.
Kardall, B. C.
Rosario, P. C. A.
Rosa, Daniel
Riley, C. C.
Scott, R. A.
Smith, E. H.
Swift, J. P.
Saldanha, D.
Serperie, J.
Sisk, H. F.
Stone, Miss F. G.
Stohp, A.
Switzer, Mrs. J. S.
Scourton, T.
Setzke, D.
Scott, Hon. B.
Smith, B. H.
Sprague, W. N.
Shaw, N. A.
Schanber, P.
Squeen, H. G.
Sargood, W. E.
Seng, S.
Scudford, Miss
Scudder, Mrs. K.
Salengia, F.
Singman
Seneca, Dr. A.
Sang Pi Foo
Schanowar, Sargood, P. D.
Santos, A.
Stewart, E.
Simmons, Mrs.
Slight, W. H.
Signora, A.
Soo Chang
Sukernan, R.
Shillen, A.
Sopper, Miss
Smith, H.
Saunders, Mrs. M. A.
Stols, G. A.
Stafford, T. C.
Sanders, Jose M.
Sonenik, Ph.
Thomson, R.
Thrinah, H. S.
T. G. M.
Thomson, R. M.
Thannaka
Tutor, Miss H.
Tches, M.
Thihandier, C.
Toys, Mrs.
Toyoyarsmad
Tatam, John
Tonance, J.
Takkin
Tames, J.
Taylor, J. H.
Thoreson, J.
Thellusson, Miss.
Torrence
Taylor, A. W.
Ting, Mrs.
Umkie, S.
Unternehmung.
Vernon, M. A.
Vaico, Mrs.
Vest
Van Hoote, Gen. Rv.
E. F.
Verschun, G.
Vance
Vallour, Rev. G. M.
Van Ness, Mrs.
Wight, W. H. B.
Wheatly, E. W.
Weeks, Miss
Williams, H. H.
Worthington, C.
Watt, J. J.
Waine, Rev. H. W.
Walter, W. M.
Weno, Miss
Wason, T.
Wong Loong, Mr.
Wirth, G.
Weather
Widno
Williams, Rev. S. T.
Whinnah, T. C.
Wallenger, H. W.
Wing Cheong
Wright, M. S.
Williams, Kate
Whinnam, W. E.
Wilson, J. T.
Yamamoto
Young, D.
Ylford, Mr.
Young, E. F.
Zukri, E. E.
Zaboli
Zeh-Alex.
Zonenet

Steward, C. Y. S.
Syett, Mr.
Silva, L. J. da
Shtenberg, S.
Schusterman, V.
Silverster, Pte.
Schaminsky, S.
Schwantanekupert, S. C.
Steward, A. S.
Stablen, L.
Smirkoff, A.
Shurbat Khan
Smith, Gordon
Sham Singh
Suman, F.
S. A. P.
Salas, J. M. R.
Smith, A. M.
Simmons, O. H.
Sullivan, M. H.
Salas, Romero
Schonauer, H. M.
Tobbin, J.
Tobkin, Mons.
Teja Singh
Tonance, John
Tonance, Jack
Tomina, G.
Tinchel, C.
Uellner, Gustav
Vaughn, Miss Nellie
Wong Kium
Woodberry, John
Wiam Singh
Loman, R. W.
William & Co., Peru
Wilson, L. de Castry
Vedanjee Singh
Manning, Robt.

List of Registered Covers for Merchant Ships.
S.S. *Eolus* C. Larson.
S.S. *Eolus* T. Williams. (2)
S.S. *Eolus* Capt. Kirkwood. (2)
S.S. *Algonquin* H. Thompson.
S.S. *Clyde* Hamilton Northcote.
S.S. *Algonquin* Capt. Erickson.
S.S. *Algonquin* J. Fleming (Baker). (2)
S.S. *Empress of India* Rev. W. K. McKibbin.
S.S. *Algonquin* R. Macfarlane. [passenger].
S.S. *Algonquin* J. M. Roberts.
S.S. *Algonquin* Ward.
S.S. *Algonquin* R. Toran.
S.S. *Algonquin* A. C. Sherry.
S.S. *Algonquin* W. Hunter.
S.S. *Algonquin* J. C. Baird.
S.S. *Nippon Maru* James Cameron.
S.S. *Ocean* W. L. Pattenden.
S.S. *Algonquin* D. Pritchard.
S.S. *Algonquin* Chief Engineer.
S.S. *Algonquin* J. Dawson.
S.S. *Algonquin* A. MacIntyre.
S.S. *Algonquin* Capt. J. R. Gordon.
Man of War *Sama*

Consignees.

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES OF CARGO per Steamship
"HONGKONG MARU."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

C. L. GORHAM,
Acting Agent.

Hongkong, 27th April, 1900.

THE P. & O. S. N. Co.'s Steamship

"COROMANDEL."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. *Rome* and *China*.
From Australia, ex S.S. *India*.
From Persia, &c., ex S.S. *Kilma* and *Sinla*.
From Malabar Coast, &c., ex S.S. *Narva* and *Malakal*.
From *Malakal*, &c., ex S.S. *Narva* and *Malakal*.

Optional Goods will be landed here unless instructions are given to the contrary before 11 A.M., TO-DAY.

Goods not cleared by the 4th May, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

A. M. MARSHALL.

Acting Superintendent.

Hongkong, 28th April, 1900.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

THE Company's Steamship

"CHINGWOW."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 5th May, at Noon, will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

JARDINE, MATHESON & Co., Agents.

Hongkong, 28th April, 1900.

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbours:—
GEO. T. RAY, British ship, Spicer—Stemmen & Co.

Shipping.

STEAMERS.

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL (DIRECT), VIA SUEZ CANAL.

(Taking Cargo at London Rates.)

THE Company's Steamship

"INION."

Captain Thompson, will be despatched as above on THURSDAY, the 3rd May.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th April, 1900.

[510b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"WUHU."

Captain Benson, will be despatched as above on THURSDAY, the 3rd May.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th April, 1900.

[548b]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR KOBE.

THE Steamship

"AIRLIE."

Captain George, will be despatched as above on SATURDAY, the 5th May, at Noon.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 30th April, 1900.

[555b]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR MARSEILLES AND LONDON VIA MANILA.

THE Company's Steamship

"YANGTSE."

H. L. Allen, Commander, will be despatched as above on SATURDAY, the 5th May.

For Freight, &c., apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 28th April, 1900.

[549b]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMO

